

If there ever was a time when Salt Lake business men ought to advertise, it is now, when the town is full of money.

THE SALT LAKE HERALD.

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SALT LAKE CITY, UTAH, FRIDAY, DECEMBER 7, 1906

12 PAGES. Price, Five Cents.

The unusual thing in advertising is the thing which makes advertising "stick out." Does yours look just like the ordinary kind?—Jim's Junk.

MORGAN ASSAILS PANAMA ROAD

Most Reckless Agency That Ever Assailed Commercial Interests of Country.

CALLED IT LEGAL FICTION

WOULD GIVE CANAL COMMISSION CONTROL.

Washington, Dec. 6.—In the senate today Senator Morgan of Alabama devoted two hours to the discussion of his resolution to secure the control of the Panama railroad by the isthmian canal commission. In reply to a question from Senator Hale, he said that he would not seek today to secure action on the resolution.

In making the inquiry, Mr. Hale mentioned the probability of an early message from the president on the canal question, and suggested the wisdom of deferring all action until it shall be received.

Mr. Morgan spoke of the Panama road as a "legal fiction or an artificial entity to enable this country to avoid its responsibility as a common carrier." If congress should enact a law requiring the tearing up of the Panama railroad, Mr. Morgan said no creditor could enjoin such destruction.

Mr. Morgan maintained that Mr. Cromwell, whose several connections with the Panama government and the canal commission he enumerated, was the only one who benefited by this manner of managing the road.

"It gives Cromwell as absolute control of the road as if he was its sole owner," he declared.

Mr. Morgan advocated putting the railroad under the control of the canal commission, although with the control the president exercised over this commission, he said, "any wild, arrogant man who happens to be president could inflict incalculable injury on the country."

Mr. Morgan finished with a statement that the Panama railway was the most reckless agency that ever assailed the treasury or the commercial interests of the United States.

"Let the government of the United States no longer continue in the shipping business under the sea flag of a dummy corporation," he did not believe, he said, that the canal would be constructed in twenty-five years.

GILLETTE NOT SENTENCED

Counsel of Convicted Murderer Unable to Prepare Their Motion for a New Trial.

Herkimer, N. Y., Dec. 6.—Chester E. Gillette was not sentenced today. At the appointed hour he was taken into court, but his counsel had been unable to prepare in the brief time at their disposal for a motion for a new trial which they desire to enter before sentence is passed.

The court on this showing postponed proceedings until next Monday. District Attorney Ward made no objection.

"But I want it understood," he added, "that there will not be another postponement."

There are and have been for some time all kinds of rumors that Chester E. Gillette has been overheard to make some kind of a confession that he killed Grace Brown. Some of these stories are that jail officials heard him confess to his lawyers; others that he told a visitor who called on him that he had struck the girl, and that the visitor told the district attorney. Nobody connected with the case in any manner will confirm any of these stories.

District Attorney Ward today refused to confirm or deny the report that Gillette was overheard to make a confession to his attorney, or that he struck Grace Brown at Big Moose lake.

SQUAW IS STONED TO DEATH

Apache Woman Killed by Tribesmen, Who Believed Her a Witch.

Phoenix, Ariz., Dec. 6.—A letter received here today reports the stoning to death of an Apache squaw by tribesmen, one mile from Fort Apache, Nov. 28. The natives charged her with being a witch.

SHOE FACTORY EXPLOSION.

Boiler Explodes, Causing Fire and Entailing Half-Million Loss.

Lynn, Mass., Dec. 6.—A boiler explosion in the four-story factory of the P. J. Harney Shoe company at West Lynn today destroyed the factory, started a fire which swept over several acres, burning three other factory buildings, the Boston & Maine railroad station, and a number of small dwellings, besides causing injuries to eleven persons. That there was no loss of life is attributed to the fact that the explosion occurred just before the time for the factory operatives to begin work. The financial loss is estimated at \$450,000.

Of the injured, six are at the hospital. None will die, it is believed, though Miss Celia Tradenburn, an operative, is in a critical condition.

In addition to the direct loss, the shoe manufacturers will suffer severely from the interruption of their Christmas business.

The firms whose property was damaged include the P. J. Harney Shoe company, Tuttle & Friedman Shoe company, H. P. Hood crenery, Boston & Maine West Lynn railroad station, Jacobs Leather Stock company and the M. J. Worthley Shoe company.

SAANATARIUM AT HOT SPRINGS

Big Deal Completed for \$200,000 Hospital to Be Erected at Once.

PLANS ARE ELABORATE

DETROIT AND LOCAL CAPITALISTS IN THE PROJECT.

An immense sanatorium and hospital which, when completed, will be one of the finest structures of its kind in the west, is to be erected at the Hot Springs in the north of Salt Lake immediately, through a deal closed here yesterday by which a syndicate of Detroit and Salt Lake capitalists have secured control of the springs and about fifteen acres of property in their immediate vicinity.

The springs were formerly the property of the Zion Savings Bank & Trust company, and last night the officials of this institution stated to The Herald that an option had been taken several weeks ago on the springs for \$15,000.

W. M. Wantland of Salt Lake has handled the deal for the Detroit men. Yesterday afternoon Mr. Wantland disclosed the completed deal, stating: "I closed everything up today and we are ready now to go ahead with the building operations."

The plan evolved for the new sanatorium, which will go on approximately the same site as that occupied by the structure which burned down at the springs several years ago, includes the erection of a modern, thoroughly equipped sanatorium and hospital, the latter to be supplied with a full corps of doctors and nurses; the erection of a good sized hotel in connection with the hospital, and the erection of bathhouses and similar structures in the immediate vicinity of the sanatorium property.

Will Cost \$200,000.

The buildings will cost in the neighborhood of \$200,000 and will be models of their class. Plans are already under way for the main buildings, and with the preliminary work on the site of the new structures cleared up this winter, work on the sanatorium-hospital and hotel will be started early next spring and the buildings rushed to completion.

The springs are touched by nearly every road running into Salt Lake and the electric line, which runs to within a short distance of the proposed sanatorium site, will be extended to the springs early next year. It is understood the scheme embraces parking to a considerable extent the grounds surrounding the springs, laying out walks and drives and making the resort one of the most attractive features of Salt Lake.

Springs Are Famous.

The Hot Springs have been put to no practical use since the arrival of the old sanatorium erected over them several years ago. They form one of the most interesting spots in Utah. The hot sulphur water bubbles up in a large spring from the top of a big mound. The water is hot enough to boil an egg in and the general smaller pools cool down to a more moderate temperature. It is supposed to treat rheumatic patients especially in the new institution.

The Zion Savings Bank & Trust company purchased the springs from John Beck of Salt Lake. It is understood the scheme embraces parking to a considerable extent the grounds surrounding the springs, laying out walks and drives and making the resort one of the most attractive features of Salt Lake.

Officers of the Zion Savings bank stated last night that Little & Little are the American Society of Mechanical Engineers, and that they are holding the option on the springs, and it is believed this firm is handling the deal for the Salt Lake capitalists interested with the Detroit men in building the sanatorium.

OPPOSE METRIC SYSTEM

American Society of Mechanical Engineers Against Changing Weights and Measures.

New York, Dec. 6.—That the system of weights and measures now in use in the United States and Great Britain should not be supplanted by the metric system is the opinion of a majority of the delegates who are now in this city in attendance at the convention of the American Society of Mechanical Engineers.

A paper on the subject prepared by S. E. Dale not only opposed any change in the system of weights and measures, but declared that the idea of further discussion of it in congress would be valueless; that it would be impossible to meet a commission of the calibre proposed; that it would be a political commission, "dominated by a president who has tried to change the language of the country by an executive order," and that he would be better satisfied to leave it to a commission composed of 90,000,000 American people.

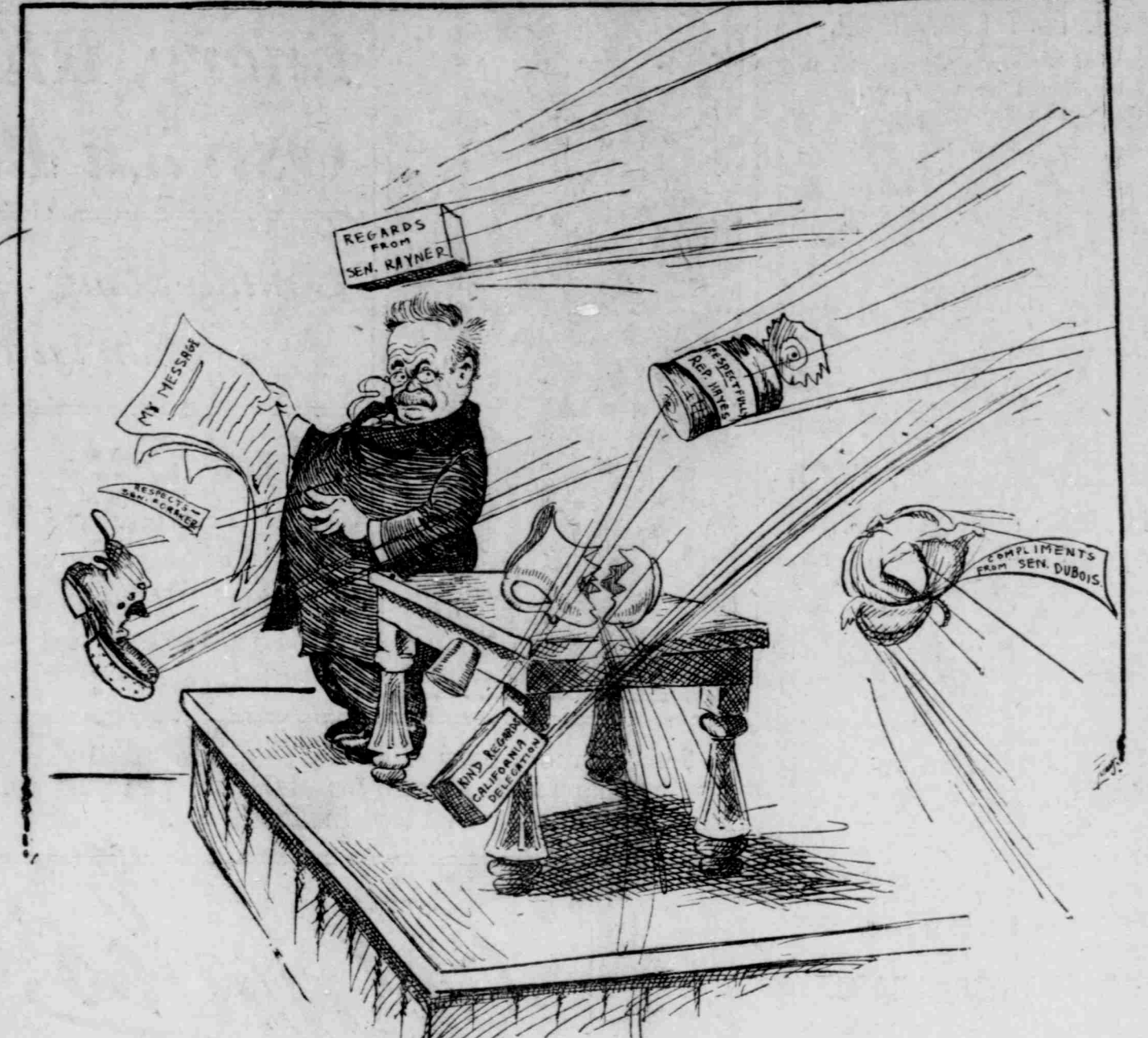
NEBRASKA LAND FRAUDS.

Hearing of Conspiracy Charge Against Big Cattlemen.

Omaha, Dec. 6.—Samuel P. Mann, a notary public and real estate dealer of Quincy, Ill., gave the most interesting testimony of the day in the hearing of Richards & Constock, wealthy cattle owners, and seven alleged accomplices, charged with conspiracy to defraud the government of thousands of acres of public land.

Mann, who is an old soldier, filed on a claim and also procured declaratory statements from half a dozen other soldiers at the request of Attorney R. Todd, one of the defendants. Mr. Mann asserts that in the statements sworn before him the name of one F. W. Wolcott of Cherry county, Nebraska, was originally entered as agent for the soldiers making the filings. After they left his hands the name of Wolcott was erased and that of R. C. Noleman of Box Butte Neb., substituted in some, and that of Thomas M. Huntington in others. Witness said he knew no such man as R. C. Noleman.

The other witnesses of the day were old soldiers who filed at the solicitation of Todd or other agents of the cattlemen, and their testimony was similar to that already given.



And Then the Trouble Began.

COST \$20,000,000 TO MAINTAIN NAVY

Paymaster Makes Report on Expenses of Ships of War During the Year.

Washington, Dec. 6.—It cost \$12,604,749 to keep the ships of Uncle Sam's navy in commission during the past fiscal year, according to the annual report of Paymaster General H. T. B. Harris. The battleship Ohio was the most expensive craft for its cost, to put her in commission and keep her in service for the twelve months, \$714,245. The armored cruiser Colorado was also a costly ship, \$224,057 having been expended on her during the fiscal year. Admiral Schley's old flagship, the Brooklyn, cost \$259,850 to keep in commission for one year. The cruiser Baltimore, of Manila bay fame, required the expenditure of \$236,691 to keep her in active service, and the cruiser Chicago, one of the first ships of the new navy, cost \$337,794 to keep afloat and on active duty.

The Colunbia, which has been doing much cruising in connection with trip to Panama and in landing the army of Cuban pacification, cost \$208,258. Admiral Dewey's old flagship, Olympia, cost almost an even quarter of a million to maintain.

The building of new ships, including labor and material, cost, during the last fiscal year \$31,764,556, and repairs to ships \$5,550,309. The sum of \$32,034,865 was expended on the naval militia of the states.

As an evidence of the thrift of blue-jackets, the paymaster general shows that in the past fiscal year they deposited with the paymasters \$636,580; they received \$334,867, which, with accumulated interest on the total savings on repayment, amounted to \$561,522.

The paymaster general says that in view of the past unsatisfactory experience with commutations of rations and particularly as the new navy ration is considered sufficient in all respects to actually sustain the men, it would seem that the time has surely come when commutation should cease.

His report expresses gratification over the practical elimination of the middleman and speculator in bidding for naval supplies, and the fact that the number of reputable dealers and manufacturers not heretofore dealing with the navy has materially increased.

TERMS OF HOLDING COURT

Judge Maughan Fixes Time in Cache, Box Elder and Rich Counties.

Logan, Dec. 6.—Judge Maughan yesterday signed an order fixing the time of holding terms of court in his district during 1907 as follows: Cache—First term, Thursday, January 3; second term, Tuesday, April 2; third term, Saturday, August 10; fourth term, Saturday, October 12. Box Elder—First term, Friday, February 8; second term, Monday, May 6; third term, Friday, August 10; fourth term, Monday, November 12. Rich—First term, Wednesday, February 13; second term, Wednesday, June 13; third term, Wednesday, October 16.

KILLED IN MINE EXPLOSION.

Wilkesbarre, Pa., Dec. 6.—In an explosion of gas in the Baltimore mine of the Parrish Coal company, two miles south of this city, today, two men were killed and five others injured. A rescuing party is still searching the workings for possible other victims of the accident.

Some of the injured men may die.

NO EVIL IN SIZE OF CORPORATION

Danger Is in the Methods of Its Management, Declares Stuyvesant Fish.

New York, Dec. 6.—Stuyvesant Fish, formerly president of the Illinois Central railroad, was the principal speaker tonight at the banquet of the Woman's club of Hope lodge of Masons at East Orange, N. J.

Mr. Fish spoke on the topic, "Issues, Not Men."

"That there has been maladministration, not to say stealing, in many of our great corporations, is a matter of common notoriety, and in some cases of positive proof," said Mr. Fish.

"District Attorney Jerome has the credit of coining the phrase, 'the criminal rich.' Would he have come nearer the fact if he had said 'the anarchistic rich'?"

"The contest is no longer between those who have and those who have not, but between those on the one hand who have moderately, sufficiently and even abundantly, and on the other hand those who through the use of trust funds and the power incident thereto, seek by questionable practices to have excessively. This is the issue which is daily brought into every home in America."

"Great and repeated efforts have been made to quiet and hush the clamor which is rising on this subject. Such efforts may succeed for a time, but not in the end."

"President Roosevelt seems to adhere to the ideal that there are good and bad trusts, good corporations and bad corporations. He seems to make a classification based on size, objecting to the very large ones and favoring the comparatively small ones. It strikes me, however, that the difference between a bad corporation and a good one, whether we call it a trust or not, lies wholly in the methods pursued by the managers of the corporation in regard to the public, to their employees and to their stockholders; and, judging from past experiences, it is chiefly in bad faith toward the stockholders and dishonesty in dealing with the public that most managers of corporations have erred."

HARRIMAN ROAD INQUIRY

Interstate Commerce Commission to Investigate Relations Between Union and Southern Pacific.

Washington, Dec. 6.—The preliminary steps incidental to the investigation of the relations of certain roads forming part of what is known as the Harriman system, were taken by the interstate commerce commission today. Attorneys have been retained and arrangements made for beginning the hearings later in the month, the exact date not having been selected. Chairman Knapp estimates that it will take at least sixty days to complete the investigation.

The following statement was given by the commission:

"The interstate commerce commission has today ordered an investigation of the relations between the Union Pacific and Southern Pacific systems growing out of their common management and control. Frank B. Kellogg and C. A. Severance of St. Paul have been retained to take charge of the investigation, which will extend from New York to San Francisco."

A conference was held today between the commission and counsel at which the general subject was fully considered, but the dates for hearings and other details have not yet been determined."

POPE SPEAKS OF MANY TROUBLES

Compares Church to Ship Buffeted by Waves During Storm.

Rome, Dec. 6.—At the consistory which was held today in place of the one previously planned, the pope recognized eighty-four bishops, including the Most Rev. James H. Blenk as archbishop of New Orleans; Mgr. John B. Morris as coadjutor bishop of Little Rock, Ark., and Mgr. Giuseppe Aversa, papal delegate in Cuba, as archbishop of Sardi.

The most significant appointments were those of ten new French bishops, which were made without any opposition on the part of the French government. In his allocution, the pope said that every day the increasing sad storm of vicissitudes is beating down on the church, involving great misery.

"More than ever now," the pontiff said, "the church can be compared with a ship buffeted by the waves in the midst of the ocean. But our faith does not vacillate in the least. Indeed, we are more than ever sustained by our belief in the efficacious assistance of Christ, who, when the time to succor comes, will rise and command the wind and sea to go down so that the perfect tranquillity so much desired will be on us."

The greatest comfort of Catholics is, the pope added, "was the singular concord which prevails throughout the episcopacy, so fully united to us. May God make all Catholics conform to these most brilliant examples of their pastors."

This imposes a sacred duty on the Christian profession, which is emphasized by the present needs of religion, namely, that where (alluding to France) there is hostility against the church, the people there should be urged to proceed with compact strength, and in those regions (alluding to Spain) where hostility is threatened Catholics should generously sink all personal animosities and dissensions, and neglect no means permitted by the law and by the Christian conscience, to overcome the evil."

It was asserted after the ceremony that the real reason for the change from a public to a private consistory was that the Vatican authorities feared that an attempt might be made against the life of the pope at a public consistory. This apprehension was based on the bomb outrage in St. Peter's Nov. 18, and also on the threatening letters recently addressed to the pope.

WILL KEEP HANDS OFF.

Great Britain Approves Moroccan Plan of France and Spain.

London, Dec. 6.—Great Britain has made known to France and Spain her warm approval of their joint naval and military demonstration at Tangier, and that Great Britain will continue her attitude of "hands off" while France and Spain are carrying out the spirit of the Algeiras convention.

Foreign Secretary Gray has made it known that since Great Britain has recognized France's paramount position in Morocco, in return for France's recognition of Great Britain's paramount position in Egypt, Great Britain will leave the protection of British subjects and property in Morocco to France and Spain.

Both the British and the French were pleased to hear that Germany had approved the joint action of France and Spain, as previously to this it was recognized that a condition of affairs might arise in Morocco in which Germany would prefer to protect her own subjects and interests with her own ships, instead of entrusting the protection of German interests to France and Spain.

HARRIMAN WILL BUILD HIS REFRIGERATOR CARS

Articles of \$12,000,000 Company Filed in Salt Lake May Mean Location of Plant in This City.

W. H. Bancroft Is President of Concern Which Will Operate Express Service Over Harriman Lines.

A refrigerator service to cover the entire system is the latest move of the Harriman lines. Salt Lake is the birthplace and the probable home of this immense enterprise.

Articles of incorporation of the Pacific Fruit Express company, with a capitalization of \$12,000,000, and Salt Lake railroad officials at its head, were filed in Salt Lake yesterday.

These articles provide for the construction and operation of ventilated, refrigerated and other cars for the transportation of fruits, vegetables, meats and other perishable commodities. The company will maintain warehouses, storehouses, refrigerator and storage plants at different points on the various Harriman lines.

The filing of the articles in Salt Lake is significant, and it is announced on excellent authority that a car factory is to be erected in Salt Lake or Ogden. A car factory, capable of meeting the demands of the Harriman lines will cost in the neighborhood of \$2,000,000. As Salt Lake is the center of distribution of this great system, the main plant will probably be erected here. The Harriman improvements now under way in Salt Lake are costing over \$1,000,000, and the car shops will involve twice that sum.

Bancroft Is President.

W. H. Bancroft, vice president and general manager of the Oregon Short Line, and Harriman's personal representative in Salt Lake, now has full control of the Oregon Short Line and control of the Union Pacific east as far as Green River, Wyo., and the Southern Pacific west as far as Spokane.

The Oregon Short Line's tracks into Salt Lake from the north pass through territory which affords excellent sites for a car factory and refrigerator plant of any size. The territory to the north of Salt Lake and on the Oregon Short Line has been selected for factory sites in the past on account of its natural advantages.

That Harriman has full confidence in this city is attested by the money he is spending in making his terminals here, the finest in the west and equal to any on his great system. Thousands of cars will be needed to supply the combined demand of the Harriman lines and the construction of these terminals for factory employment for many hundreds of men.

Means Growth.

The Harriman lines propose building equipment to carry perishable fruits to markets and in having their own cars, prevent blockades, delayed and spoiled consignments and other difficulties attendant upon car shortages. Heretofore the Armour company has furnished the Harriman lines with the Continental Fruit & Fruit Growers' Express services. The latest move is one brought about by the rapid growth of the west. Western railroads are having no end of trouble in handling their business with equipment at hand.

The Harriman lines reach the richest districts in the west. The sugar beet crop of Utah and Idaho is becoming larger each year. Utah, Colorado and Nevada are each year increasing their ore output. Oregon is furnishing more lumber each year. The growing coal fields are being drawn upon more heavily each succeeding season.

Eastern railroads refused to let their cars come west of the Missouri river last fall owing to a shortage of equipment in the east. As a result western railroads were unable to move the immense crops to factories, when the demand for coal, and construction materials of all kinds was greater than ever before.

List of Officers.

The articles of incorporation filed in the county clerk's office yesterday provide for the division of the capital stock into 120,000 shares at a par value of \$100 per share. Vice Presidents are: Parley L. Williams, chief counsel for the Oregon Short Line; D. E. Burley, general passenger agent, and J. A. Reeves, general freight agent, of the same road; F. H. Knickerbocker, secretary to Mr. Bancroft, is among the directors. The executive committee consists of Bancroft, Parley L. Williams and F. H. Knickerbocker.

The other officers of the company are: Alexander Miller, secretary; Frederick V. S. Crosby, treasurer; William Mahl, comptroller; John Cruikshank, chief clerk of passenger accounts of the Oregon Short Line; auditor; Joseph Hellen, assistant secretary, and C. H. Jenkinson, assistant treasurer.

The greater part of the stock is held by W. H. Bancroft, only one share being allotted to each of the other members of the directorate.

It is provided in the articles of incorporation that the meetings of the board may be held in New York or in any other place that may be designated by the board, and that the entire board of directors constitutes a quorum.

Frederick V. S. Crosby is treasurer of the Union Pacific Railroad company. Alex. Miller is secretary of the same company. Joseph Hellen is comptroller, and William Mahl is controller of the Union Pacific. All these officials have headquarters in New York.

SHIP SUBSIDY COMPROMISE

Bill Likely to Be Limited to South American and Oriental Traders.

Washington, Dec. 6.—Compromise on the ship subsidy bill seems to be in sight. At the meeting of the house committee on merchant marine and fisheries today Chairman Grosvenor suggested an amendment to the Calhoun bill which will limit subsidies to the South American and Oriental trade. The amended bill will be in harmony with Secretary Root's policy for trade extension as outlined in recent speeches in the west.

Representative Watson of Indiana, the Republican whip, expressed the opinion that the committee could get a favorable report on a bill limiting the subsidy to Latin-American and Oriental lines.

BANKER GOES TO PEN.

Gave up Depositors' Money to Finance a Beauty Doctor.

Chicago, Dec. 6.—Harbort Gregerson, formerly exchange teller of the Milwaukee Avenue State bank, of which Paul O. Stensland was president, today pleaded guilty to embezzlement of the funds of the bank, and was given an indeterminate sentence in the penitentiary.

Gregerson is the third official of the bank to be sent to prison. He said in court today that he had taken the money for the purpose of helping a young woman build up a business as a "beauty doctor."

RAISE FOR WELLS-FARGO MEN.

Houston, Tex., Dec. 6.—Officials of the Wells-Fargo Express company have decided to advance salaries of employees, but the advance will not be on a stated percentage basis. The increases will be discriminatory, length of service being observed, as well as the importance of the position. The new schedule will go into effect within thirty days, and will be a substantial increase.

CAPTAIN HUNG HIS CREW THAW TRIAL IN DISTANCE

Charges of Cruel Treatment Brought Against Master of Whaling Vessel.

San Francisco, Dec. 6.—Captain W. S. Varnum of the whaler Herman, accused of subjecting members of his crew to unusually cruel treatment in January and February, 1901, was before United States Commissioner Heacock today for his preliminary examination.

According to the witnesses who testified, Varnum had them hung up by ropes fastened to their wrists, and were secured by ropes behind their backs. This treatment, they said, was kept up for nearly one hour at a time, then they were confined and put on a restricted diet for nearly two months. George Castleman and Harry Reynolds were the principal witnesses today.

It is not regarded as likely to be held before next Spring.

New York, Dec. 6.—The trial of Harry K. Thaw for the murder of Stanford White, the architect, will not begin until March or April of next year, unless District Attorney Jerome consents to rearrange his court calendar. This was after an announcement made today at the district attorney's office.

After notice was served on Mr. Jerome by Thaw's counsel that a motion would be made for the appointment of a commission to take the testimony of witnesses outside the state, Mr. Jerome, in anticipation that the motion would be granted, set about to arrange his court calendars and has the lists all made out for the first two and part of the third months of next year.

Yesterday Mr. Jerome received notice from Clifford W. Hartridge of Thaw's counsel that he would withdraw the motion for the appointment of a commission which was argued on Monday, last, thereby hoping it was said, to secure an early trial for his client, but now that the calendars have been prepared it is not likely that his hope will be realized.

Later in the day District Attorney Jerome announced that he would not oppose the withdrawal by Mr. Hartridge of his motion for the appointment of the commission to take testimony of witnesses not in New York state. The list of ten witnesses subpoenaed by Thomas McCaleb and Truxton Beale, who are now in California, were sent to the district attorney today. The questions seek to bring out all that occurred on the night of June 30, 1902, when McCaleb was with Thaw and his wife. The two witnesses are asked as to all that happened at the Cafe Martin. The trial of Thaw is looked upon as a far-off event in the district attorney's office.

PURCHASE OF SILVER RESUMED BY GOVERNMENT

Washington, Dec. 6.—The government today resumed the purchase of silver, accepting bids for 2,000 ounces at 68.569 cents per fine ounce. This is more than 3½ cents an ounce lower than the offerings which were made at the time purchases were suspended several weeks ago. The fact that the large and increasing public demand for subsidiary coins, which could not be met without additional purchases, are the controlling reasons given for the resumption. It is said by the treasury officials that purchases will continue for an indefinite time, the amount to depend largely upon the prices asked.

SIX-YEAR TERM PROPOSED.

Washington, Dec. 6.—A term of six years for the president and six years for the vice president of the United States is proposed by Senator Cullum in a joint resolution introduced today providing for an amendment to the constitution. The resolution declares also that the president and vice president shall not be eligible for re-election.